

Today's
Advertisements.HONGKONG RIFLE ASSOCIATION.
COMPETITION.

THE SHORT RANGE CUP AND SPOONS will be shot for TO-MORROW (SATURDAY), the 21st instant, over the 500 and 600 yards distances, commencing at 2.45 P.M.; usual conditions.

HANDICAPS:—These have been thoroughly revised, and the new scale will take effect from this date. A list will be sent to all Members shortly.

F. SMYTH,
Honorary Secretary.
Hongkong, 20th March, 1896. 1538

"MOGUL" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"GHAFEE"
Captain Bailey, will be despatched for the above Port on MONDAY, the 22nd instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 20th March, 1896. 1419

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG
AND SOERABAYA.

THE Steamship
"HUPH"
Captain Quill, will be despatched on MONDAY, the 21st instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 20th March, 1896. 1537

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship
"ESMERALDA,"
Captain G. A. Taylor, will be despatched for the above Port on MONDAY, the 21st instant, at 5 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to
SHKWAN & Co.,
General Managers.
Hongkong, 20th March, 1896. 1532

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"PESHAWUR,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be suited out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., 12 S.S. Himalaya.
From Australia, &c., 12 S.S. Masilia.
From Calcutta, &c., 12 S.S. Nubia.
From Persian Gulf, 12 S.S. King Arthur and Mecca.

Optional goods will be landed here unless instructions are given to the contrary before 4 AM. TO-MORROW, the 21st instant.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rest.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and notice of same given to the Under- signed on or before the 28th instant, after which no Claims will be recognized.

ALF. WOOLLEY,
Acting Superintendent.
Hongkong, 20th March, 1896. 1431

Intimations.

DAKIN, CRICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SODA WATER.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 2nd May, 1896. 1427

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE
AND
SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus securing all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

Intimations.

PRICE LISTS.

with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality, and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 10th January, 1896. 14

MARRIAGES.

On the 7th instant, at St. Andrew's Cathedral, Singapore, by the Ven. Archdeacon Fehman, PERCY DOUGLAS STEPHENS, of Glasgow, to MARGARET, eldest daughter of D. D. Mackie, Esq., Singapore.

On the 18th Feb., at All Saints' Norfolk-square, London, Valer F. BENNET, R.E., to EVELYN MARY, eldest daughter of the late Major-General H. S. Palmer, R.E.

On the 15th Feb., at the parish church, Pokeness, Bournemouth, FREDERICK CLAYSON, of the Chinese Imperial Maritime Customs Service, to KATHERINE BELL, younger daughter of Captain William Gore Annesley, R.E., of Bournemouth.

On the 18th Feb., FREDERICK MOSS, of Fochow, China, second son of N. MOSS, J.P., I.C., of Florence Lodge, Ladbroke-grove, to EDITH EVELYN MAUD HURRAY CAMPBELL, youngest daughter of the late Henry Campbell.

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of the Civil Service by way of salary. The total of the Military Contributions from all the Colonies sums up to a little over a quarter of a million of pounds sterling and this little Colony pays £40,000 out of that, or about 12 per cent. So much as this cannot be our fair share.

We desire to call the attention of the Government to a case decided in the Court of Summary Jurisdiction by Mr. Justice Wick on the 17th instant. A well-to-do comrade was sued for a sum of \$200 lent to his wife, from whom he was living apart, to enable her to pay the rent of the premises in which she was residing, and judgment was given for the plaintiff on the ground that the separation was the fault of the husband and that he had made no adequate provision for her maintenance and support. This was the sixth or seventh time this defendant had been sued for monies lent in this way, or for necessities supplied to his wife. With the merits of the case we have nothing to do, but in the course of the judgment it appeared that more than one attempt had been made by the judges before whom these cases have successfully come to effect some settlement between the parties and to get them to agree, the one to pay, the other to accept an adequate allowance; but all these efforts have failed for want of power in the Court to enforce its decisions on the parties. It is a lamentable state of affairs in a Colony that for over fifty years has been under a settled government. There are between two and three hundred thousand Chinese living here. We know it to be to our interest that they should come here and make this island their home. We profess to desire to attract men to bring their families here and to become British subjects. Yet no attempt has ever been made to legislate for them, to investigate and define upon what conditions and with what limitations they may cease to be Chinese and become naturalized; to examine into their customs, especially in the matter of marriage, and either recognize them or reject them in toto. A Chinese woman has no assured status or position before the Courts of the Colony, and it is an open question whether Chinese marriages are marriages in the eye of the law, or mere concubinage, and whether children born of such marriages are legitimate or otherwise. The Courts have done their best at all times to avoid giving any decisions on these points, but they are constantly cropping up and will have to be disposed of some day. As the law at present stands it is very doubtful indeed if Chinese marriages are marriages according to English law and if the children of such unions can inherit property otherwise than by will. Either the provisions of the English law should be proclaimed and strictly enforced, in which case a lot of property would escheat to the Crown, or Chinese marriages should be legalised and regulated.

Up to 3 p.m. there were no fresh cases of disease reported amongst the cattle at Pokfulam, but the cattle under observation developed decided symptoms of rinderpest.

Mr. Kim, Lloyd's agent in Singapore, proceeded on the 18th, in the tugboat *Mercury*, to the scene of the wreck of the *Spandilus*, on behalf of the London Salvage Association.

Trust the *Star Free Press* of 9th instant:—Evidence was taken by the Consul for Denmark to-day in camera in the criminal action brought by Mr. Christensen against Mr. Officer, Editor of the *Nyberg Avis*, pending before the Danish Courts.

M. CAMILLE GAUTHIER, Vice-Consul for France at Pakhoi, will, according to *L'Avantur du Tonkin*, leave Hongkong on the 21st proximo for Suva, to which port he has been transferred on promotion.

THE Bangkok correspondent of *L'Avantur du Tonkin* wired to Hongkong under date 4th inst., re the Battambang affair, as follows:—"M. DeFrance, our Consul, has left Bangkok for Saigon on a French warship for the purpose of discussing with the Governor-General (M. Rousseau) the situation in Battambang."

THE Police this morning effectually checked a threatened strike of the painters of the Colony by arresting two of the ringleaders, who were charged with intimidating the workmen at the Hongkong Dock. Mr. Ellis prosecuted on behalf of the Dock Company, but the prisoners practically admitted the charge of attempting to prevent others from working. Mr. T. Sercombe Smith imposed the maximum penalty of three months' imprisonment on both the defendants.

We hear that the authorities at Canton having heard that over half a million dollars have recently been collected by members of secret societies in the Straits Settlements, Australia, America and elsewhere, and remitted to Hongkong for the use of certain "Head Men" who are believed to be organizing a rebellion, the Viceroy yesterday sent a mandarin, accompanied by detectives, to Hongkong to ascertain if possible which bank or banks this large sum is deposited in and who have authority to draw upon it.

Mr. W. S. STANLEY, the billiard player, who, says the *Star Free Press* of the 9th instant arrived in Bangkok a week ago from Singapore, was found dead in his bed, at the Oriental Hotel, yesterday morning. It appears that the deceased had been drinking somewhat heavily, and was evidently well supplied with liquor whenever they were demanded, a fact which is the cause of no little surprise if not demanding an enquiry. He made two attempts to play exhibition games at the German and United Clubs. On Saturday evening the deceased was heard to be breathing heavily, and on Sunday morning he was found dead in his bed. The body was removed to the Bangkok hospital, where a post-mortem, held by Doctors Hays and Nightingale, showed that death was due to paralysis of the heart from excessive drinking. The funeral took place at the Protestant Cemetery this (9th) morning.

News is to hand from Canton of a mail on board the Chinese gunboat *Kwang Yü*. It seems that about ten days ago the skipper of this fast and furious warship was reported for bribery and corruption, and suspended from duty. Finding upon inquiry, that there was no hope of being able to rebut the evidence which would be brought against him this gallant naval officer made arrangements with some of his subordinates to possess himself of the *Kwang Yü*, by slaughtering his successor and a few other officials. The authorities "got wind" of the affair just in time to prevent serious trouble, seized the leaders of the movement and marched them off to gaol in Canton, where they now await trial. Strict orders have, we hear, been issued to the commanders of all the gunboats stationed at Canton and in the Pearl River to immediately arrest any members of their respective crews, from the highest to the lowest, who show signs of discontent or express sympathy with the would-be mutineers now in disgraceful exile.

On the 14th instant a Marine Court of Inquiry held at Singapore arrived at the following decision as to the loss of the British steamer *Spandilus*:—"There appears to be not the slightest doubt as to the position of the vessel at noon of March 5th, viz., lat. 25° 32' N., long. 110° 13' E. From this position the course was a proper and safe one, viz., S. 70° W. by compass, or S. 90° W., true. The stranding for by the existence of an 'abnormal set' between noon of March 5th and 2.30 a.m. of March 6th, combined with bad steering. Not the slightest blame can be attached to the Master of the vessel, and the evidence shows that after the stranding he took the necessary steps to refloat the vessel, and failing that to save the lives of those on board. The second officer is deserving of severe censure on two counts, firstly, in not taking the greatest care that the course was steered nothing to the westward as laid down in the Master's night orders, and, secondly, knowing that the vessel must have nearly run her distance to Cape Varella, in not calling the Master, the weather being anything but clear according to the evidence adduced."—The Court returned the Master's and the chief officer's certificates.

MEMORANDA.

TO-MORROW.—21st March.

Noon.—*Castle* leaves for San Francisco, via usual ports of call.

Noon.—Meeting of shareholders of the Hongkong Rope Manufacturing Co., Ltd., at the Company's office, No. 9, Praya Central.

1.30 p.m.—Annual Athletic Meeting of the Victoria Recreation Club, at Race-course.

9.30 p.m.—Willard Opera Co.'s performance at the City Hall.

9.45 p.m.—Meeting of Zealand Lodge.

On the 12th inst. there was landed in Singapore from the M. M. Company's steamer *Yarra* a Japanese who, while the ship was at sea, shot himself in the throat with a revolver. He was taken to the hospital.

CAPT. ROBERT W. P. WHITE, 1st Batt. Welsh Regt., has been selected for the appointment of Deputy-Assistant Adjutant-General, Straits Settlements, viz. Major T. E. Compton, Northamptonshire Regt.

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But I object to the proposal for Unofficial elected members chiefly because, while they would in all cases be on-witted and powerful, their presence at the Board, and the sanction given by their votes when in accord with their colleagues, would in some degree lessen the responsibility of the Officials, who might even seek to shelter themselves behind the Unofficial vote when some grave blunder had perhaps been perpetrated.

I am, Dear Sir,
Yours very truly,
E. R. BELLIOS.
Honourable C. P. CHATER, &c., &c., &c.

Memorandum on the Reconstruction of the Sanitary Board.

I am of opinion that the Sanitary Board hardly requires reconstitution or reconstruction. What it urgently requires are—

- (a) Enlarged power.
- (b) Increased staff.

The Sanitary Board has done splendid work in the past, notwithstanding the unfavourable opinions of a few leading residents, and it would have done much better had its power been enlarged and staff increased.

The Board should have power over all public as well as private drains, and it should have under its control the water supply of the Colony. Its legal power should be enlarged in several respects, especially as regards the inspection of houses and house-drains, and the prompt closing of houses unfit for human habitation with or without compensation. It should have an adequate staff consisting at least of the following officers and persons:—

1. A Sanitary Superintendent and Secretary.
2. A Medical Officer.
3. A Sanitary Engineer.
4. A Chief Inspector of Nuisances or Deputy Superintendent.
5. Twelve Inspectors of Nuisances.
6. A sufficient number of Office Clerks, Overseers, Coolies, &c.

With such increased power and staff as suggested, the present Sanitary Board would become a much more useful and effective institution, and would be found equal to the discharge of the various important duties entrusted to it by the Government, and it would meet with public approval and support.

On the other hand, if the Government is determined to reconstruct the Board, I am of opinion that the next best thing to be done is to abolish the Sanitary Board altogether, and create a new Government Department, and call it the Sanitary Department, where all the Officers, high and low, shall be appointed by the Government, entirely subject to Government control, and held directly responsible to the Government. Such a Department would have my qualified approval and, I believe, that of the public also. In troublesome times the Government, through this Department, would have complete charge of, and control over, the sanitation of the Colony, and would have no excuse for neglect of duty.

But I am strongly against the reconstruction of the Sanitary Board on the lines as proposed, viz., three Government Officials and two Unofficials, the former to consist of a Medical Officer who is to be President, a Sanitary Engineer, and the Superintendent of Police, or some other Government Officer who may be selected by the Government; the latter, I understand, will be appointed by the rate-payers as at present. The preponderance of the official element at once indicates the position of the two Unofficial Members, who can have no voice but a consultative voice in the Board. Will this give public satisfaction? I think not. Will it even give satisfaction to the two elected gentlemen themselves? I am certain that it will not. In common with others, I am a strong advocate of the principle—"equal power, equal responsibility," but deprecate half measures and divided responsibility.

In the proposed new Board neither the President nor any member could be held to be entirely responsible to the Government, because his actions will have to be controlled and regulated by the decisions of the colleagues. But if the President be invested with the power of commanding the official votes whenever it suits his purpose or views, then the presence of the Unofficials on the Board, nay, even of the other two Officials as well, would be quite unnecessary.

The present Board has a majority of Unofficial Members, two of whom are elected by public suffrage. If the presence of the Unofficial Members in the Board had not assisted in carrying out the duties of the Board in a satisfactory manner, why have any more Unofficials in the new Board, but to block advice and assistance had been of use, why seek to cut their number down so as to weaken their influence? If the present Sanitary Board is a failure, let those who think and say so point out the true cause clearly and unmistakably, and it will be time then to consider the remedy; but it seems absurd to alter the constitution of the Board on speculation, simply because the Board was considered by a few to have failed in the discharge of its duties on some particular exceptional occasions. The proposed new Board seems to me nothing more than the Sanitary Board with its Unofficial Members greatly reduced in number and with an enormously increased staff under it. Such will never command my support.

HO KAI.

3rd November, 1894.

(Extract from the Retrenchment Committee's Report)

THE SANITARY DEPARTMENT.
217. With respect to the Sanitary Department, the total cost of which is set down at \$62,557, composed of:—

Personal Emoluments, \$24,272
Other Charges, \$38,285

We beg to state that we are unable to recommend any decrease in the cost thereof, but would call the attention of the Government to this important department with a view to the early consideration of the question whether the whole sanitary system of the Colony should not be placed on a different basis, and all the sanitary arrangements and powers placed in the hands of one thoroughly competent officer who should be personally responsible to Government for all matters connected with the health of the Colony and for the carrying out of all sanitary laws and regulations.

218. If the officer selected for this important office be an engineer, he should have under him a duly qualified health officer, but if the head should be a medical man, then he should be assisted by a sanitary engineer to carry out the necessary work and, in either case, with a staff sufficient to see that the sanitary regulations and laws are duly observed and carried out. It might be made part of the duties of this officer to furnish periodical reports to the Government which might be published for general information.

PROPOSED ENDOWMENT OF THE COLLEGE OF MEDICINE FOR CHINESE.

We have received copies of a lengthy correspondence on the above subject, including memoranda drawn up by the unofficial members of the Legislative Council. The correspondence, which came to hand about noon, if published in *extenso* would require more space than can to-day be conceded to it, and we therefore subjoin the latest letters bearing on the subject, as follows:—

HO KAI TO COLONIAL SECRETARY.

Hongkong, 18th March, 1896.

Sir, In acknowledgement of receipt of your letter of the 16th inst., enclosing memoranda by my colleagues the unofficial members of Council on the proposal that the Government should endow the College of Medicine for Chinese in the event of the site and building being contributed by myself, I beg, as a member of Council, to offer the following remarks in reply to some of the objections raised:—

1.—There is no suitable site, unless on the Praya Reclamation, that the Government could grant for the erection of a building for the College of Medicine. Ever since Sir William Des Vaux's time we have been seeking for such a site, but have failed to find one. The original plan was for the Government to purchase the site and for me to erect the building, but owing to the inability of the Government to provide the site, the proposition has taken the present form, namely, that I should give the land and building and the Government furnish an endowment in money equivalent in value thereto.

2.—There is a precedent for the proposed endowment to the College of Medicine in the grant made by the Government to the To Lung Kien. The building being erected by a private individual and endowed by the Government will ensure it a stable and permanent position, whereas if the building were erected by the Government it is unlikely that a private individual will come forward to endow it, either now or in the future.

The proposed offer of land, building, and endowment would not, if carried out, make the institution independent. Further support in the way of extensions and gifts of money for special objects would be required to make it a complete success. The subscriptions proposed by Mr. Whitehead would therefore be timely and welcome.

3.—I will assume, then, that a private individual having given the site and the building, the Government endow it with the sum of \$40,000, the public having subscribed a further sum of \$25,000, and call it the Sanitary Department, where all the Officers, high and low, shall be appointed by the Government, entirely subject to Government control, and held directly responsible to the Government. Such a Department would have my qualified approval and, I believe, that of the public also. In troublesome times the Government, through this Department, would have complete charge of, and control over, the sanitation of the Colony, and would have no excuse for neglect of duty.

4.—To render the College of Medicine a real success would be a task that the Government, in its present straitened circumstances, could hardly venture to undertake. Would it not, therefore, be folly to let slip the opportunity of accepting a gift the share I have proposed to bear in the work? If any other offer of this or similar description were to be made by any other individual, I, as a taxpayer, should feel it my duty to support it.

5.—I think the fact should not be lost sight of that a good deal is yet required in this colony in the way of provision for the education of the Chinese in medical and sanitary matters, and it will be impossible, I fear, for the Government to do all in this direction unaided by private munificence. I have the honour to be, Sir, your most obedient servant,

E. R. BELLIOS.
The Hon. J. H. Stewart Lockhart,
Colonial Secretary, &c., &c.

MEMORANDUM BY HO KAI.

I concur generally with Mr. Bellios in his views as expressed in his letter of the 18th instant to the Colonial Secretary. I do not agree with my other unofficial colleagues that a new Post Office or Court-house or any other public building is of as much importance as the College of Medicine for the Chinese. We are already complaining of the ignorance of the Chinese in sanitary and medical science, and we are trying our best by very drastic measures and at enormous sacrifice to eradicate from our midst such fifth-disease as the plague, which is doing immense harm to the trade of this colony and its prosperity. It is just such an institution like the College of Medicine we want to aid us in spreading the necessary medical knowledge among the better class of the Chinese, with a view to their co-operating intelligently with us in advancing the sanitary condition of this colony, and without such assistance, rendered willingly, it would be well-nigh impossible to make any headway. Take, for example, the case of the allowance of 400 cubic feet of air to each healthy adult as required by law. This allowance may or may not be sufficient according to circumstances. If ventilation is bad, or, as is usually the case, especially in cold and wet weather, almost entirely cut off, 400 cubic feet will be insufficient, and the allowance would not be sufficient, but with free and constant ventilation even 200 cubic feet may be quite sufficient. It is generally admitted that no legislation can make a man religious or moral, and it is equally true that no law can make a man clean or live a sanitary and healthy life. We must leave a great deal of these to education and training. The College of Medicine will educate the Chinese to live more cleanly and healthily. It will further teach them to treat their sick with more science, skill, and humanity. Next to the Christian religion I cannot imagine any mission is greater than this, and I hold that it is the duty of the local Government, as well as every enlightened man in this British colony, to promote and assist that mission, if not for the sake of the poor and ignorant, at least for their own sake. We ignorant, at least for their own sake. We have neglected this duty long enough, and the present moment is most opportune for us all to repair our negligence and omission. The College has been inaugurated and maintained, and its works have been carried on by a small band of philanthropists without any hope of reward and with considerable personal sacrifice. One of this band has come forward with a generous proposal to furnish the ground and build a College for the better accommodation of the increasing number of students, while another member has just gone home with the distinct object of appealing to the well-known humanity and generosity of the English public to raise a portion of the fund for its endowment. But what would our friends in England say to us if they find that locally the taxpayers and the Government are not moving a finger to help it, and what would be the effect on those noble few who have sustained the establishment for so long, both with money and labour? Their energy and endurance, like everything human, must have a limit, but God forbid that they should give in even under the most trying and discouraging circumstances. I hope that notwithstanding the apparent callousness of some of their fellow-citizens, they will still make it a humane work that they have engaged in liberally.

6.—I do not approve of the suggested plan of a public subscription, on the ground that it is extremely difficult to raise such a big amount from the public at large, and, most especially,

that the burden would ultimately fall on the shoulders of the few who have already assisted to their uttermost. This College is a public institution, and will accomplish certain objects conducive to the public good. It is therefore but right that the fund for its maintenance should come from the members of the community alike, the Chinese contributing a just and proportionate share. This can best be done by a grant from the Government, as the money thus granted will represent the contributions from the taxpayers of all nationalities in just and equal proportions.

Dated this 19th day of March, 1896.

HO KAI.

FOOCHOW RACES.

Stewards.—C. F. R. Allen, Esq.; Thos. Glittis, Esq.; H. Baker, Esq.; B. M. Koonstee, Esq.; Hy. Edgar, Esq.; W. Krohn, Esq.; A. W. Walkinshaw, Esq.

THIRD DAY, THURSDAY, 19TH MARCH.

KULIANG CUP, value \$100; second prize to receive \$25; entrance \$5; for all China ponies; *dead heat* griffins at date of entry; weights as per scale; winners 5 lbs. extra for each race won; non-subscription ponies 7 lbs. extra. One mile and a half.

Griffin Bear 1
Mephisto 2
Lord Bob 3

THE STAMPS STAKES, of \$5 each with \$50 added; for all China ponies; weights as per scale; winners at this meeting 10 lbs. extra. Once Round.

Yarra 1
Bosch 2
Donover 3

THE MANSFIELD CUP, (presented); entrance \$5; for subscription griffins; weights as per scale; winners of one race 7 lbs. extra; two or more races 10 lbs. extra. One mile.

Kuma 1
Killarney 2
Aetolus 3

THE CONSOLATION CUP, value \$100; entrance \$5; for all *dead heat* beaten ponies that have not won a race at this meeting; weights as per scale. One mile.

Fandango 1
Corbin 2
Donover 3

Time, 2 min. 21 sec.

THE NID DESPERANDUM STAKES; a forced entry of \$10 each with \$50 added; divided 60, 25 and 15 per cent to first, second and third ponies; for *dead heat* beaten subscription griffins that have not won a race; weights as per scale. Half a mile.

Killarney 1
Mephisto 2
Discord 3

Time, 67 sec.

THE CHAMPION STAKES, of \$10 each with \$50 added; a forced entry and open only to winners at this meeting; optional for the winners of Hags, Consolation Cup and NID Desperandum Stakes; winners of two races \$15 extra, and of more than two races \$25 extra; weights as per scale. One mile and a quarter.

Drigony 1
Democrat 2
Aetolus 3

Time, 2 min. 55 sec.

THE WELTER PLATE, value \$100; entrance \$5; for all China ponies; weight 12 stone; non-winners at this meeting allowed 10 lbs. Three quarters of a mile.

Kuma 1
Shoofy 2
Aetolus 3

Time, 1 min. 42 sec.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before Hon. W. M. G. Gooden, Acting Chief Justice.)

March 20th.

THE FORTUNE-TELLING CASE.

The hearing of this case was resumed this morning.

Mr. J. J. Francis, Q.C. (instructed by Mr. H. L. Deanya) prosecuted and Mr. E. Robinson (instructed by Mr. McIlroy) defended. The forenoon was occupied by Mr. Robinson in cross-examining the complainant as to his business and his linguistic abilities. He stated that, besides his interest in the business in Hongkong, he was interested in two sugar firms at Hankow. He was a Chinese man, and at Hankow he spoke that dialect and the Hankow dialect. The cross-examination was concluded shortly after the adjournment for Friday, after which other witnesses were called for the prosecution.

SUMMARY JURISDICTION.

(Before His Honour Mr. Justice White.)

March 20th.

FIXTURES.

The following cases have been set down for hearing on the respective dates:—

Tuesday, March 24th.

356—Yik Chan firm v. Ng Fu Hok..... \$73.84

418—Tong Ko Yim v. Yee Ngan 93.00

Wednesday, March 25th.

407—Jenlin Singh v. Bola Singh..... 100.00

425—Sit Ming Cook v. Man Li Wo..... 87.92

Thursday, March 26th.

2300—Ng Pak Lin v. Chof Koon Hing..... 110.00

2321—Golap Singh v. Lo Tim (interpleader summons).

351—Wong Po Chan v. Lo Tin Co. (interpleader summons).

Judgment was given for the plaintiffs in the following cases:—

348—Wong Shing v. Young Tsung..... 80.00

350—Yan Singh v. A. Shing & A. Tak..... 15.00

372—W. Braver v. O. A. Cruz..... 3.50

374—Sartar Singh v. A. Fook & ans. 10.00

378—Colonial Treasurer v. Li Yee Lee..... 52

384—Do v. Tsang Fuk..... 36

386—Do v. Cheung Su..... 17.50

387—Do v. Cheung Ma..... 36

389—Do v. Tsang Su..... 18

392—Do v. Tsung Cheung..... 35

393—Do v. Kau Yung..... 18

394—Do v. Kwong Yung..... 35

394—Do v. Leung Yung..... 52

396—Do v. Tang Sam..... 52

398—Do v. Fung Sing..... 15

399—Do v. Chung Yu Sang..... 15

400—Do v. Chio Tai..... 20

401—Do v. Yau Kung San..... 20

401—Herman Singh v. Tai Chai & ans. 20.00

402—John v. C. J. Demal..... 80.00

413—Colonial Treasurer v. Mok Yek..... 7.25

416—Do v. Lau Wan Kwong..... 7.25

421—Do v. Wong Po Sai..... 12.11

421—Chen Sai v. Kwan Hing (jointly)..... 100.00

SHIPPING AND MAIL NEWS.

MAILS DUE:
India (Kutong) 23rd inst.
Canadian (Empress of China) 24th inst.
American (City of Peking) 24th inst.
Tacoma (Tacoma) 28th inst.
American (Doris) 31st inst.
American (China) 9th prox.

The Canadian Pacific Railway Co.'s steamer *Empress of Japan* arrived at Amoy at 9 a.m. to-day, and left again at noon for Shanghai.

The N. G. I. steamer *Blagovest* left Singapore for this port to-day, and may be expected here on the 27th inst.

The Agents (Messrs Jardine, Matheson & Co.) inform us that the steamship *Glenfalloch*, from London and Straits, left Singapore this evening for this port.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

From 5 p.m. yesterday to 5 p.m. to-day.

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From

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAIWANFOO.
THE Company's Steamship

"THALES,"
Captain H. Bathurst, will be despatched for the above Ports on SUNDAY, the 23rd instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 19th March, 1896. [533]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Steamship

"PAKHOTI,"
Captain Stott, will be despatched on MONDAY, the 24th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th March, 1896. [531]

CHINA NAVIGATION COMPANY, LIMITED.
FOR CHEFOO, TIENTSIN AND NEWCHANG.
THE Steamship

"KANSHU,"
Captain Sommerville, will be despatched on MONDAY, the 24th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th March, 1896. [503]

"MOGUL" LINE OF STEAMERS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Steamship

"ENERGIA,"
Captain Said, will be despatched as above on or about TUESDAY, the 24th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 17th March, 1896. [530]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Steamship

"TSINAN,"
Captain Geo. Ramsay, will be despatched on WEDNESDAY, the 25th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine Room. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th March, 1896. [519]

FOR SINGAPORE, HAVRE AND HAMBURG.
(Calling at NAPLES for Landing Passengers if sufficient inducement offers.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)
THE Steamship

"FRIGGA,"
Captain J. Jeter, will be despatched for the above Ports on or about the 25th instant.
This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, 5th March, 1896. [450]

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
STEAM FOR
COLOMBO, BOMBAY, PORT SAID,
LONDON AND ANTWERP.
THE Company's Steamship

"TOSA MARU,"
will be despatched as above on or about the 30th instant.
To be followed by a Steamer leaving Japan monthly.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 9th March, 1896. [479]

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"NESTOR,"
Captain Asquith, will be despatched as above on WEDNESDAY, the 1st April.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th March, 1896. [478]

"GLEN" LINE OF STEAM PACKETS.
FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"GLENARTNEY,"
Captain Gedy, will be despatched as above on or about THURSDAY, the 2nd April.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 12th March, 1896. [507]

"RICKMERS" REGULAR LINE OF STEAMERS.
FOR MARSEILLES, BREMEN AND HAMBURG.
THE Company's Steamship

"DOROTHEA RICKMERS,"
Captain Pape, will be despatched as above on FRIDAY, the 17th April.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 16th March, 1896. [491]

Intimations.

A WORD TO THE WISE!

THE SAFEST AND SUREST PROTECTOR AGAINST PLAGUE, FEVER, SMALL-POX, CHOLERA, AND OTHER INFECTIOUS DISEASES.

ESSETS FLUID,

THE STRONGEST KNOWN
DISINFECTANT,
GERMICIDE, ANTISEPTIC AND DEODORISER,
NON-POISONOUS.

ENDORSED AND RECOMMENDED BY THE HIGHEST MEDICAL, SCIENTIFIC, AND SANITARY AUTHORITIES.

WATKINS & CO.,
SOLE AGENTS,
APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 13th March, 1896. [52]

ONE THOUSAND DOLLARS. \$1,000

INSURE YOUR LIFE AGAINST FATAL ACCIDENT BY SUBSCRIBING TO

"THE HONGKONG TELEGRAPH."

THE SCOTTISH METROPOLITAN LIFE ASSURANCE COMPANY WILL PAY THE SUM OF

\$1,000 MEXICAN,

to the legal representatives of the European holder of this COUPON in the event of his death by Accident on or before the 31st March 1896 while on land within the confines of HONGKONG or any Treaty Ports of CHINA or JAPAN, or the immediate neighbourhood thereof, provided that the Name and Address of the said holder appears in the List of European Subscribers to the "HONGKONG TELEGRAPH"

as furnished to the Company for the Three Months ending 31st March 1896; that the premium thereon has been duly paid; that death takes place within One Month from the occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen days of its happening to Mr. J. Y. V. VERNON, Hongkong. It being declared that \$1,000 only will be paid in respect of any one death.

* This premium is paid quarterly in advance by the Proprietors of The Hongkong Telegraph.

J. Y. V. VERNON,
AGENT.

Hongkong, 1st January, 1896. [52]

THE CLUB HOTEL, 5, BOND, YOKOHAMA.
HOTEL METROPOLE, 1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English maître in attendance. The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station. VISITORS have the option of meeting either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

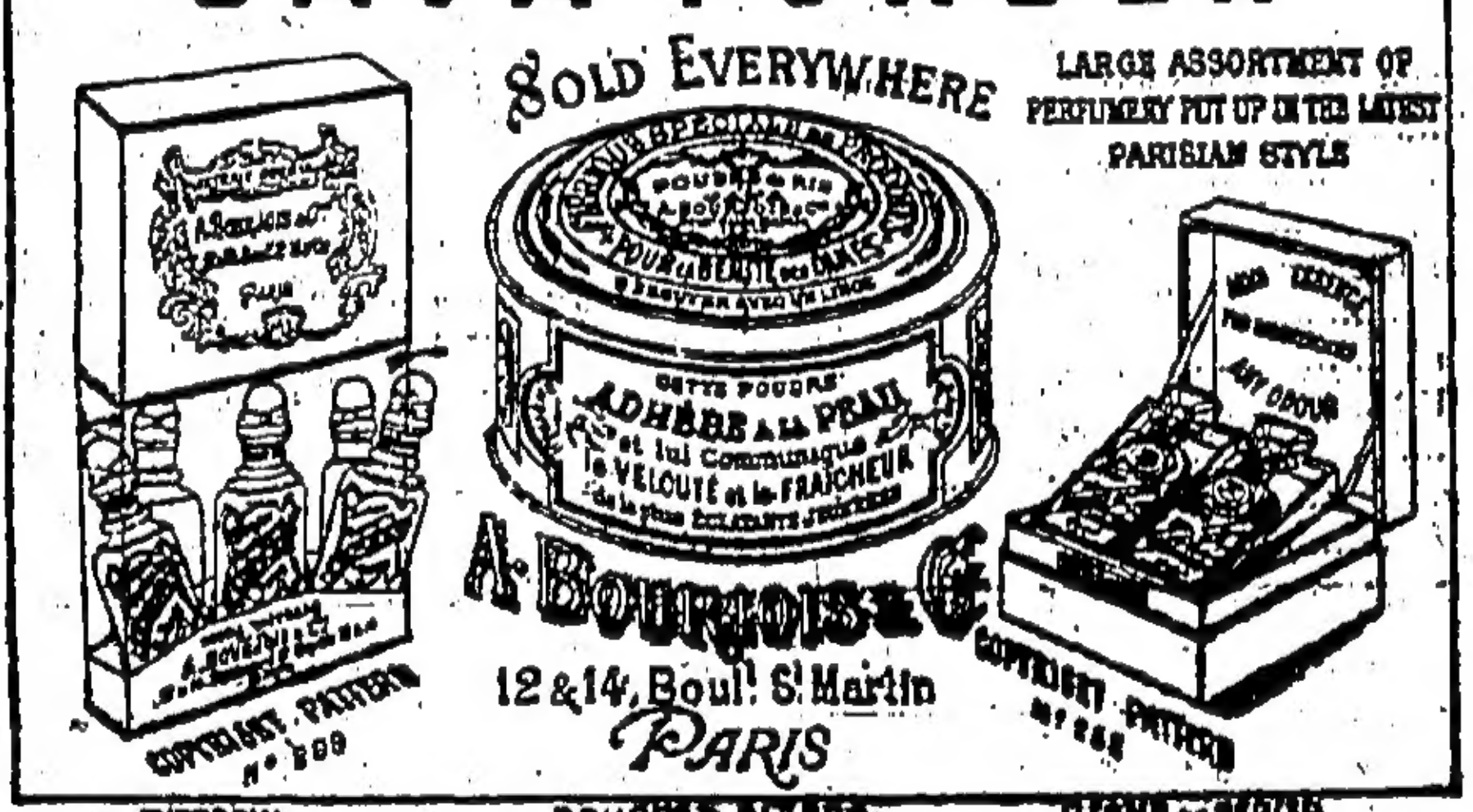
Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SJOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO. [50]

SPECIAL MAKERS OF ARTICLES FOR LADIES' COMPLEXION

JAVA POWDER



Shipping.

STEAMERS.

"SHELL" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
THE Company's Steamship

"TELENA,"
Captain T. G. Scott, will be despatched as above on WEDNESDAY, the 25th instant.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 7th March, 1896. [471]

JAVA, CHINA JAPAN LINE OF STEAMERS.
UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY
OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alterations.)
JAVA, HONGKONG, YOKOHAMA, KOBE,
AMOY, HONGKONG, SINGAPORE,
JAVA.

FROM HONGKONG.
S.S. Germania To JAVA March
S.S. Carthus To JAVA April
S.S. Federation To JAVA May
S.S. Federation To JAPAN April
S.S. Germania To JAPAN May
S.S. Carthus To JAPAN June.

General Agents for China & Japan,
LAUTS, WEGENER & Co.,
Hongkong, 24th February, 1896. [501]

SAILING VESSELS.
FOR NEW YORK.
THE 3 1/2 L.L. American Ship

"TAM OSHANTER,"
Peabody, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 16th March, 1896. [534]

FOR NEW YORK.
THE 100 A.L. German Barque

"CERASTES,"
A. Peters, Master, will leave as above on or about the 3rd March.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 16th March, 1896. [530]

FOR NEW YORK.
THE 100 A.L. American Iron Ship

"T. F. OAKES,"
E. W. Reed, Master, shortly expected from the North, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 3rd March, 1896. [530]

FOR NEW YORK.
THE 100 A.L. German Barque

"CERASTES,"
A. Peters, Master, will leave as above on or about the 3rd March.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 16th March, 1896. [530]

SAILING VESSELS.

FOR SAN FRANCISCO.
THE 100 A.L. British Ship

"BRODICK CASTLE,"
Ferguson, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 5th December, 1895. [162]

FOR SAN FRANCISCO.
THE 100 A.L. British Ship

"QUEEN ELIZABETH,"
Folton, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 18th February, 1896. [536]

FOR SAN FRANCISCO.
THE American Barque

"COLOMA,"
Noyes, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 3rd March, 1896. [445]

FOR NEW YORK.
THE 100 A.L. American Iron Ship

"T. F. OAKES,"
E. W. Reed, Master, shortly expected from the North, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 27th February, 1896. [433]

FOR NEW YORK.
THE 100 A.L. German Barque

"CERASTES,"
A. Peters, Master, will leave as above on or about the 3rd March.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 16th March, 1896. [530]

FOR NEW YORK.
THE 100 A.L. American Iron Ship

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CARLOWITZ & Co.,
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Hongkong, 27th February, 1896. [433]

FOR NEW YORK.
THE 100 A.L. German Barque

"CERASTES,"
A. Peters, Master, will leave as above on or about the 3rd March.
For Freight, apply to
CARLOWITZ & Co.,
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Hongkong, 16th March, 1896. [530]

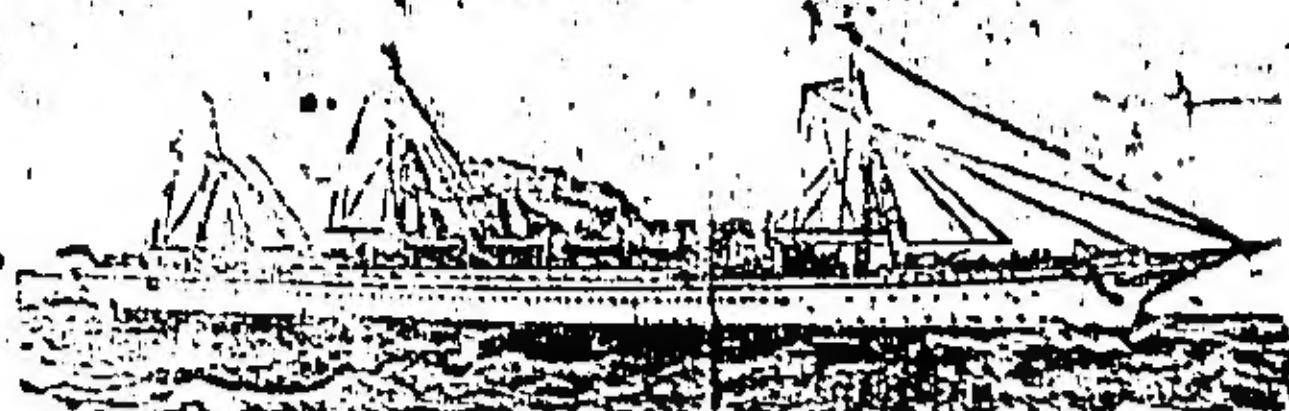
FOR NEW YORK.
THE 100 A.L. American Iron Ship

"T. F. OAKES,"
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For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 27th February, 1896. [433]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 8th April.
EMPEROR OF INDIA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 20th April.
EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 20th May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and across the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Peking Street.

Hongkong, 18th March, 1896. [5]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaika (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st March, at Noon.

Doria (via Nagasaki, Kobe, Inland Sea & Yokohama) Wednesday, 8th April, at Noon.

Belgia (via Nagasaki, Kobe, Inland Sea & Yokohama) Saturday, 25th April, at Noon.

THE Company's Steamship

"GAELIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 21st March, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan, or vice versa, within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 19th March 1896. [5]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings

Hongkong, 6th March 1896. [9]

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Hongkong, 6th March 1896. [9]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"ROSETTA,"
Captain G. K. Wright, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 26th March, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Australia, leaving that port on the 18th April for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
ALF. WOOLLEY,
Acting Superintendent.

Hongkong, 19th March, 1896. [431]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia Tuesday ... 1st March
Sachsen Tuesday ... 18th April
Karlsruhe Tuesday ... 16th May
Prins Heinrich Tuesday ... 19th June
Prussia Tuesday ... 21st July
Sachsen Tuesday ... 18th August
Karlsruhe Tuesday ... 15th Sept.
Prins Heinrich Tuesday ... 19th Nov.
Prussia Tuesday ... 10th Nov.

ON TUESDAY, the 31st day of March 1896, at 4 a.m., the Company's Steamship "PREUSSSEN," Captain D. Högemann, with MAILS, PASSENGERS, SPECIES and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 28th March. Cargo and Species will be received on board until 5 P.M. on Monday the 30th March, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 30th March. Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed Two Feet Six in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Locom can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 9th March, 1896. [447]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST, and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$100.
Excellent accommodation. First-class Table. Doctor and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma Tuesday ... April 7.
Victoria Tuesday ... April 14.
Hankow Tuesday ... June 2.

THE Steamship

"TACOMA,"
Captain R. Crawford, will, at Noon on TUESDAY, the 7th April, proceed to VICTORIA, B.C., and TACOMA, Yach., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast, Europe, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports must be in duplicate; and one copy must be sent forward by the steamer to the Agent of the Pacific Coast, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked, in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 11th March, 1896. [42]